

The Sensitive Indicating Arrow

Of the JONES SPEEDOMETER responds to *every change of speed*. The tendency of many indicators is to "drag" from one speed to another, and seldom indicate accurately. This error was very much in evidence in the A. C. G. B. & I. speed indicating contest. The

Jones Speedometer

was the only instrument in the trials to score an *absolutely perfect record*. Specify the "Jones" for your new car.

We exhibit at Madison Square Garden Jan. 12 to 19.

JONES SPEEDOMETER
120 West 32d Street, New York



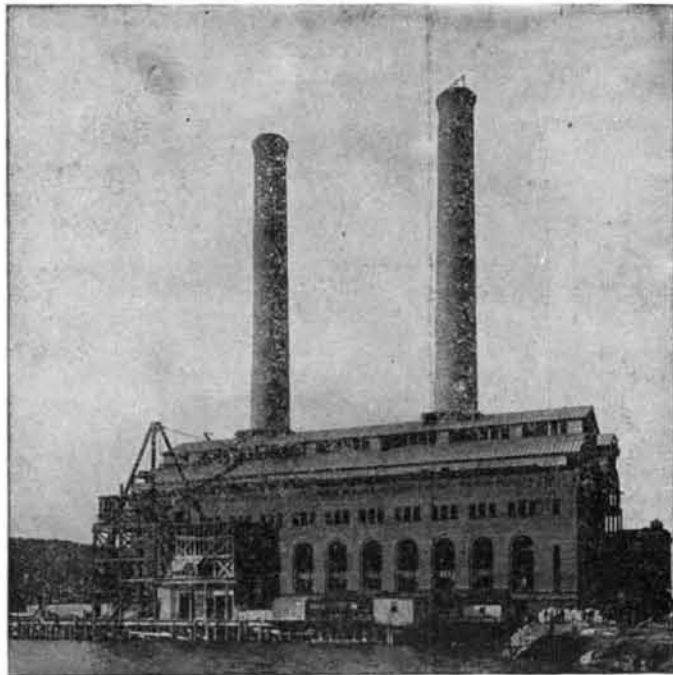
THE MOON TOURING CAR.

The leading model Moon automobile for 1907, is a 30-35 horse-power, 4-cylinder touring car, having shaft drive, 110-inch wheel base, full elliptic springs at the rear, and an aluminium body of the latest French type. The motor cylinders are cast in pairs integral with their water jackets, and are mounted upon a solid aluminium crank case cast in two pieces. The valves, placed in the cylinder heads, are operated by walking beams from a single cam shaft which runs across the cylinder heads and is driven by a vertical shaft and bevel gears from the crankshaft. This arrangement is one of the simplest that can possibly be devised for the mechanical operation of valves located in the cylinder heads. The engine is provided with a gear-driven centrifugal water pump for circulating the cooling water through its jackets and the honeycomb type radiator. The commutator is located on the dash, and is well incased and protected. Two sets of six-volt storage batteries supply current for the ignition, which is of the high tension type with individual coils. The carbureter is of the latest automatic type and has suitable hot air connections for insuring a perfect mixture under all weather conditions. A mechanical lubricator with sight feeds on the dash is driven by a wire belt from the cam shaft. Splash lubrication in the crank case of the engine is unnecessary, as all the bearings are properly supplied with oil by the lubricator. The clutch is of the multiple disk type, running in oil. It is located in the flywheel and is made up of 57 steel and bronze disks. The transmission is of the 4-speed selective type, provided with babbitted bearings. The transmission is mounted in an aluminium case cast in two halves and having a large sized hand hole in the top. A double universal joint of ample length is provided between the engine and trans-

FLOORS



ROOFS



NEW YORK CENTRAL & HUDSON RIVER R. R. POWER HOUSE, AT YONKERS, N. Y.

This structure is 255 feet by 164, and is one of the stations which will supply power in the ultimate electric zone of the New York Central.

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CLINTON WIRE CLOTH CO., CLINTON, MASS.

Note the border surrounding this ad—a photographic reproduction of a section of Clinton Electrically Welded Fabric. Sweet's Index, ages 96 to 103, describes the Clinton Fire-proofing System.

Ceilings

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St. Louis:
San Francisco:

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909 Alaska Building
Hunkins-Willis Lime and Cement Co.
South End 18th Street Bridge
L. A. Norris
304 Atlas Building

Partitions

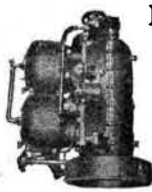


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mission. Should it be necessary to remove either of these parts of the car by first removing this joint, sufficient space is provided to take out either of them without difficulty. The propeller shaft is also fitted with two universal joints. The rear axle is of the usual floating type in which the wheels run upon a tubular axle that incases live driving shafts terminating in a differential and at the outer ends of the wheel hubs. The rear axle is suitably trussed, and the differential case is a steel casting inclosed in a removable aluminium casing. There are universal joints in the live part of the axle on each side of the differential. These make it possible to have an arched rear axle and also to set the wheels in from the vertical 2½ degrees at the bottom, the same as is done with the front wheels. Adjustable ball bearings are used on the wheels. The brakes are of the external and internal type on drums on the rear wheels. The former are worked by the pedal, and the latter by a hand lever which is interlocked with the clutch. An important feature of the pressed steel frame is that there is a drop in it of about 2 inches just forward of the rear axle. This brings the driving mechanism of the car in very good alinement with the axle, and also lowers the center of gravity. A feature of the control consists in the use of a combined throttle and spark advance lever. The throttle lever, which travels over a curved stationary sector in the steering wheel, has on it a button that can be used for advancing or retarding the spark.